## NEW PUBLICATIONS.

BALZAC. BALLAC. By Edgar Evertson Saltes. pp. 199.
Boston: Houghton, Mislin & Co.
The author of this little book has done the public a service in presenting them with a compact, clearly written account of one of the great masters of fiction, if not the greatest. The work of Honoré de Balzae was not merely enormous in quantity, but it was of the first quality, and it represented a scheme of literary philosophy altogether unique and exhibiting profound insignt. Balzac undertook to do for human society what Cuvier had done for the animal creation; but the analysis and classification of the writer embraced not only the physiology but the psychology of his complex subject. He was the founder of that realistic school which Zola has brought into disrepute by his lack of the sense of proportion and affinity for the unclean. Balzae sometimes fell into the same error, though not in the same degree. His mistakes consisted in a too minute description of accessories, a habit which

tended to become wearisome to readers not gifted with his inexhaustible fertility. The Comédie Humaine, however, is beyond doubt the most ambitions, comprehensive and splendid intellectual en-terprise ever conceived or executed by a writer of fiction, and the success of the execution is not less in which the poet has successfully caught not only remarkable than the loftiness and audacity of the the manner but the feeling of an older time: conception. In this great work he set himself to pertray and analyze the French society of his day in all its phases; to follow the human being of the period, that is to say, through every stage and condition and relation of life; to trace and exhibit the springs of action under all circumstances; to demonstrate the operation of master passions under the most varied conditions; to dissect social and domestic relations; to examine the foundations of the family union; to show the effects of politics, war, love, commerce, literature, crime, upon the average man; to "hold the mirror up to nature," in short, in a way never dreamed of even by Shake-

And the marvel is that he succeeded in realizing this vast conception, for the Comédie Humaine is all that is here indicated, and more. In a series of novels, each perfect in itself, yet all parts of one harmonious whole, Balzac depicted the emotions, the actions, the habits of his age, with a minuteness leaving nothing to be desired, and with a brilliancy and power attesting the force and scope of his genius. No class, no rank, no position, no type, is omitted. What Dickens did without any higher or broader purpose than that of amusing his public, Balzac did as incidental to the construction of a vast, complicated but intelligible and faithful picture of his generation. Should Prench civilization perish; should the nation become extinct; should some catastrophe change even the face of the country-ten thousand years hence it would be ossible to reconstruct a complete picture of the France of the nineteenth century, if in some foreign library a copy of the Comédic Humaine had been preserved.

Nor is there in this great work any limitation denoting defective observation, but, on the contrary, the penetration of the writer not seldem outstrip his own time, and assimilates as by prophetic power the ideas of a coming generation. curious example of this is to be found in the story "Séraphita," in which are presented those mystical and supernatural doctrines which were, not less than thirty years later put forward by the Theo sophists of India. There was no phase of human thought and speculation which Balzac had not sounded, in fact; and all philosophies are represented in his kaleidoscopic pictures. It is indeed remarkable that no attempt has yet been made to translate the whole of the Comédie Humaine into English. Certainly not to know this masterpiece is a distinct loss to the English-speaking peoples, and after all the number who can read it in the original must be comparatively small. Such an enterprise as a complete translation of Balzac ought to

Zola find a ready market. The personal career of Balzne was stormy and and for cause, and he himself always frankly concurred in the public judgment on his earlier dons toil at length won the day for him. He was extravagant only in the expenditure of brain power. | ture? For years he worked sixteen hours a day, often eating but once in twenty-four hours, but drinking prodigious quantities of black coffee. The Comédie Eumaine, still not quite finished, represents thirty years of Titanic labors, and it is a magnificent literary monument. Balzac desired two things: to be leved, and to be celebrated. He attained his wishes; but he only survived his happpy union with the Countess Hanska five months, and he only lived to realize that his books were at last bringing in handsome revenues.

Mr. Saltus gives a valuable bibliography of Balzae's works, and a selection of epigrammatic sentences from his writings. The book is beautifully printed, and can be cordially commended to all who desire to know something concerning the greatest literary genius France has produced this century, not excluding Victor Hugo.

AIRS FROM ARCADY AND ELSEWHERE. H. C. BUNNER. 16mo. pp. 109. Charles Scribner's Sons Mr. Bunner's pretty volume entitles him to the some of the elder American poets have written excellent vers de société no one of them has devoted himnatural gift of meledious measure (which he some kind of humor. It is this last quality which lends witchery to his verses of sentument and delightfully wooes his reader past divers halting lines and un intentional reminders of both Dobson and Locker. prone to a gay self-mockery, a pensive shade some- represent clear profit. times coming across her merriment, not very deep in feeting yet, but not without suggestions about her of the strength of poetic passion. She wears the stays that befit the drawing-room, but there is now and again a mettle in her song which shows the melancholy in "The Way to Arcady" which is indicative of something much higher than the sentiment that finds expression in the always artificial

rendel and the ingenious triolet: 'Tis strange you cannot sing (quoth he), The folk all sing in Arcady. But how may he find Aready Who hath nor youth nor melody?

What, know you not, old man (quoth he)-What, know you not, old man (gooth ne)
Your hair is white, your face is wise—
That Love must kiss that Mortal's eyes
Who hopes to see fair Arcady?
No gold can buy you entrance there;
But beggared Love may go all bare—
No wisdom won with weariness;
But Love goes in with Folly's dress—
No fame that wit could ever win;
But only Love may lead Love in
To Arcady, to Arcady.

Ah, woe is me, through all my days
Wisdom and wealth I both have got,
And fame and name, and great men's praise;
But Love, ah, Love! I have it not.

There was a time, when life was new—But far away, and half forgot—I only know her eyes were blue;
But Love—I fear I knew it not.
We did not wed, for lack of gold,
And she is dead, and I am old.
All things have come since then to me,
Save Love, ah, Love! and Arcady.

But you, you fare alone, like me;
The gray is likewise in your hair.
What love have you to lead you there,
To Arcady, to Arcady!

Ah. no, not lonely do I fare;
My true companion's Memory.
With Love he fills the spring-time air;
With Love he clothes the winter tree.
Oh, past this poor horizon's bound
My song goes straight to one who stands—
Her face all gladdening at the sound—
Te lead me to the spring-green lands,
To wander with enlacing hands.

The songs within my breast that stir Are all of her, are all of her. My maid is dead long years (quoth he), She waits for me in Arcady.

Oh, yon's the way to Aready,
To Aready, to Aready;
Oh, yon's the way to Aready,
Where all the leaves are merry.

"Daphnis," too, is a dainty bit of verse, levely with the loveliness of woodland and meadow, as is "The Hour of Shadows" with its -Sound of far-off streams,
Faint as our dreams of childhood's dreams,
Wandering in tangled pathways crost,
Like woodland truants strayed and lost.

In his title Mr. Bunner expressly disclaims any wandering into lands less sunny than Arcady, into regions of more vigorous thought and of dramatic action; but in "Disaster" and "The Appeal to Harold" he reveals a growing capacity for stronger work which we hope to see him develop. It is a pity, by the way, that in the poem first named he should not have made his dramatic point without a direct use of the word "cancer." It gives a "realism," not to say a medical and surgical air, which goes far to spoil the effect of his striking picture.

The poems under the head of "Philistia" are cleverly done but are in the main less original than the Arcadian strains. The blithe and arry sweetness of the latter are well represented in " A Lost Child,"

A LOST CHILD. YE CRYER. Here's a reward for who'll find Love! Love is a-straying
Ever since Maying.
Hither and you, below, above;
All are seeking Love!

YE HAND-BILL. Gone astray—between the Maying
And the gathering of the hay,
Love, an urchin ever playing—
Folk are warned against his play.

How may you know him? By the quiver, By the bow he's wont to bear. First on your left there comes a shiver, Then a twinge—the arrow's there.

By his eye of pansy color,

Deep as wounds he dealeth free;

If its huc have faded duller,

Tis not that he weeps for me.

By the smile that curls his mouthlet; By the mockery of his sigh; By his breath, a spicy South, let Slip his lips of roses by.

By the devil in his dimple;
By his lies that sound so true;
By his shaft-sting, that no simple
Ever culled will heal for you.

By his beckenings that embolden; By his quick withdrawings then; By his flying hair, a golden Light to lure the feet of men.

By the breast where ne'er a hurt'll Rankle' neath his kerchief hid— What? you cry; he wore a kirtle? Faith! methinks the rascal did! Here's a reward for who'll find Love!

Love is a-straying
Ever since Maying;
Hither and yon, below, above,
I am seeking Love. Cryer: H. Bunner:

Ye 11d Knocker.

ye Finder pray'd to bring her to MASTER CORYDON,

LONDON LITERARY NOTES.

LORD TENNYSON, MR. LUCY'S PARLIA-MENTARY DIARY. LONDON, March S.

One of the many enterprising persons who occupy themselves with scissors and paste has been sending to Lord Tennyson some printed criticisms on himself or his poems. The peer replied: "Lord Tennyson is much obliged to Mr. Henry Romeike for his enclosure, but such notices do not interest be a good commercial venture, moreover, when we him, so he begs Mr. Romeike not to take the trouble consider that the immeasurably inferior writings of of sending him any more." The London paper which records this adds, with needless cruelty, that it was Mr, Romeike who wanted Dr. Johnson's adpainful. He agonized for the success he won, and he only lived to see the Canaan he was not permitted to eater. For years his work was rejected. Did not a well-known literary man review De. Johnson's Preface to his Dictionary in the belief that it had but just been composed by the editor of writings. But indomitable resolution and tremen- a new edition of that immortal work? And has he not since been pensioned for his services to litera-

> Lucy will shortly publish "A Diary of Two Parliaments." This will consist of notes taken at the time, "and will be the unvarnished record of an eye-witness, who has been present at every sitting of Parliament through the last ten years." Mr. Lucy's name is, I presume, well known in the United States, but it can do no harm to add that he writes the Parliamentary summary of The Daily News, the weekly essence of Parliament in Punch, and the weekly "From the Cross-Benches" in The Observer, the leading Sunday paper of London, They are all admirably done. Mr. Lucy has a gift of observation-a power of seeing things as they are, and of knowing what things to see-which makes him one of the most attractive writers in his

The almost simultaneous publication of (Lord) Teunyson's Poetical Works minus The Cup and The Falcon, and of these two last pieces in a sepacredit of holding here, though in a minor degree, the rate volume, throws a curious light upon one side of position neld in England by Mr. Locker. While the publishing business. The Poetical Works appear in one thick crown 8vo, of 640 pages, closely printed in double columns, and are sold for 7s.5d., self almost exclusively to this fascinating form of about \$1 20. The cost of producing the former verse. Mr. Banner has thus far done so and with the | book must be many times the cost of the latter, but success assured by a sprightly imagination, a the public is asked to pay for the latter only 80 cents, or one-third less than the former. times abuses), and above all a delicate and attractive | Poetical Works is a cheap book, no doubt, but I apprehend Messrs. Macmillan may be trusted not to publish a book, if they know it, which does not pay. The Cup and The Falcon is just as certainly a dear book; exceedingly dear; and at best three Mr. Bunner's Muse is at present a laughing lass, shillings out of the five asked for it would seem to

## RICHARD HENGIST HORNE.

There has passed away recently in England a poet whose genius and bent were of an earlier and in wild thing of the wood and stream, of unbound hair | some things a better time. In these days the weight and flying feet. There is a charm of tenderness and of the complex modern world hes heavily upon us, and with the diffusion of a more equal culture among our educated class has to a great extent disappeared that distinct individualism which formerly gave such a stamp of self-ownership to men of special ability. Richard Hengist Horne belonged to this almost extinct class. The nineteenth century had not passed its levelling hand over his personality. He seemed to bring into its polished sameness of habit and expression something of the stir and briskness, something of the adventurous and daring spirit, and very much of the restlessness, which characterized the robust and puissant men of the Elizabethan era. The Viking's blood was in his veins, and his intellectual tendencies were also those of the contemporaries of Shakespeare. His life was full of strange adventure, and vicissitudes of fortune, and strife by sea and land, and lonely travels and quests in far lands. Educated at a military academy, he began life as a midshipman in the Mexican navy, and from that time he continued to drift about the world, now fighting, now golddigging, now acting as frontier magistrate and commissioner, until in old age he settled down in his own country upon a civit pension which his radical opinions had delayed the bestowal of during the Tory ascendancy. This strange nomadic life, however, never inter-

fered with his poetical expression. He wrote under all circumstances, and, what is more to the purpose, he wrote well. His poetry is unlike that which the fashion of the day approves. To a powerful imagination he added a classic purity and grace, and a diction vigorous and sonorous. His writings, however, are by no means equal. Sometimes their severe and polished force remind one of Landor. At other times he cut away all trammels, and his work is rude and virile as that of the Elizabethan dramatists. Instance his "Death of Marlowe" for the latter style, while his "Cosmo de Medici" illustrates the more careful and finished of his compositions. His "Orion," a powerful epic, was originally ply to C. B. METCALF, A. M., Supermiendent.

published by him at one farthing a copy, though subsequent editions sold at unusual prices. Horne was at no time what can be strictly called popular. He was rather a poet's poet than a people's poet. But all cultivated men have recognized his strength and genius, and from Landor to Swinburne he has

been appreciated by the finest minds. There can be little doubt that the adventurous spirit which kept him moving constantly interfered more or less with the development of his best powers. His mind was filled with pictures of Nature's beauties, but it may be said that in his perpetual wanderings he failed to catch the spirit of the age. Perhaps, indeed, it was not for him to seize that spirit. for he lived in the past rather than the present, and let the future take care of itself. The charm of his writings for those who appreciated it consisted largely in its difference from the modern lines of thought. He brought back the cool freshness of the classic period, vivified by the more recent, though not modern, warmth of the sixteenth century. He infused, moreover, into all he wrote that subtle nobility of suggestion rather than of exession which bespoke the chivalry and elevation of his character. He was a gentleman of the old school; and some people even now do not think the new school an improvement upon it. That in-dividualism which made all who met Horne feel that whatever else he might be he was a man who A DVERT/SEMENTS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,238 Broadway, corner Thirty, first at, until 9 p. m. and 308 West Twenty-third-st, corner Eighth-ave., No. 32 East Fourteenth-st, corner Union-Square, 760 Third-ave., corner Forty-seventh-st, at the HARLEM OFFICES, Nos 1,007 and 2,555 Third-ave., corner One hundred and Twenty-fith-st, up to 8 p. m., at regular office rates. sufficed unto himself, pervaded his work, and gave it not only distinctness but dignity. And his genius was many-sided, as is proved by the fact that the author of "Orion" was also the author of "The Good-natured Bear," one of the most genial and charming stories for children ever written.

He was perhaps the oldest English poet. All his contemporaries passed away before him. He must have found himself at last in a world with which he could have had little sympathy. Now that he is gone it is to be hoped that a collected edition of his works will be published. Nothing of the kind was attempted while he lived, and there are treasures among them which the world would not willingly let die. Certainly it has lost in him one of the few remaining real poets, and the race is becoming so attenuated that every removal is now more ominous than the last.

THE COPYRIGHT QUESTION.

ONCE MORE AND FINALLY, To the Editor of The Tribune. SIR: Will you allow me to ask through your

widely read paper why-American authors, who profess to recognize all literary property-as property-have thus far failed to press upon Congress the recognition and protection of the rights of all foreign authors unconditionally? This could easily be done by an amendment to the present copyright law,

be done by an amendment or by a special set.

Why is a treaty needed? Does not the idea of a treaty suggest some question as to the inherent right? suggest some question as to the inherent right? Should this unconditional right be secured, would not representatives of American authors in a foreign Congress have a tenfold inducence in securing a general recognition of the right of all authors?

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A BLE AND THOROUGH TEACHERS

LADY PRINCIPAL is forming limited

ROCKLAND COLLEGE,

Ocean Steamers

BORDEAUX LINE. BORDEAUX LINE.

New and direct line to the South of France.

NEW.YORK AND BORDEAUX DIRECT.

SS. CHATEAU LEOVILLE. Saturday, April 5From "Prentice"s Stores" (near Wallet, Ferry), Brooklyn.
Travellers for France, Spain and Italy, Fyrences, Pau,
Nice, &c., will save time and expense by taking this line.
First Cabin (meluding wine), 880 to \$100. Second Cabin, \$60.

Steerage, \$25. For passage apply to First Cabin incurrence apply to Steerage, \$25. For passage apply to F. LE BOULANGER, 46 Beaver-st.

CUNARD LINE. BORDENTOWN, N. J.—Female College; beautifully located; very healthful and thorough, superior Music and Art Departments. For circular, &c., address Rev. WM. C. BOWIEN, A. M., President. NOTICE—"LANE ROUTE."
FROM NEW-YORK TO JAVERPOOL, VIA QUEENSFROM PIER NO. 40 NORTH RIVER.
BOTHNIA. Wednesday, March 26, 3:30 p. m.
CEPHALONIA. Wednesday, April 2, 3:30 p. m.
SERVIA. Wednesday, April 2, 3:30 p. m.
SERVIA. Wednesday, April 16, 3:30 p. m. FAMILY SCHOOL, on a farm 14 miles from New-York (Flushing Railroad). Children receive a her's care and a right good time during summer's vaca-Mrs. H. C. MORRELL, Manhusset, L. 1. HIA massage, \$60, \$50 and \$100.

n passage, \$60, \$50 and \$100.

parts of Europe at very low rige lickets to and from all parts of Europe at very low Freight and passage office. No. 4 Bowling Green.

VERNON H. BROWN & CO., Agents. BOTH SEXES. NO EXTRAS BUT MUSIC AND ART.
Private instruction for backward scholars. \$250, Send for ew catalogue.

W. H. BANNISTER, A. M., Principal.

GENERAL TRANSATLAN FIG COMPANY.
Company's pier (new), No. 42 North River, foot of Morton-st, CANADA, de Accessione.
Wednesday, April 2, 10 a. m.
PPAN'E, d'Hanterive
Checks payable at sight, in amounts to suit, on the Banque
Transatlantique of Paris. Transatlantique of Paris. LOUIS DE BEBIAN, Agent, No. 6, Bowling Green.

A LEXANDER MACGREGORS, 112 5th-ave. Private lessons any hour. Children's dan-cing classes every day. Gentlemen's classes Monday and Thursday evenings. MR. P. HARVARD REILLY, 578 5th-ave.,

LOUIS DE BEBIAN, Agent, No. 6, Bowling Green.

GUION LINE.

BUITED STATES MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

Leaving Pier SS. N. 8, foot of King. 81.

OREGON.

ARIZONA.

Saturday, March 29, 6:30 a. m.

Saturday, April 5, 1 p. m.

ALASKA.

Saturday, April 12, 6 a. m.

Saturday, April 26, 5 a. m.

SATURDAY, APRIL 26, 5 a. m.

FT These steamers are built of iron, with water-light compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having bath-room, smoking-room, drawing-room, priano and library, also experienced surgeon, stewardess and caterer on each steamer. The state-rooms are all upper deck, thus insuring those greatest of all luxuries at sea, perfect ventilation and light.

Cabin passage (according to state-room), \$50, \$50 and \$100; intermediate, \$40. Steerage at low rates.

OFFICE, No. 29 BROADWAY.

GUION & CO.

INMAN LINE OF STEAMERS.

For passage, &c., apply to the INMAN STEAMSHIP CO. limited), 31 and 33 Broadway, N. Y. Philadelphia Office, No. 105 South 4th-st.

NATIONAL LINE—SPECIAL NOTICE.—
New and fast steamship AMERICA, 6,000 tons, Captain
Grace, will leave for Liverpool May 14. The steamship
EGYPT, Captain Summer, newly fitted and fast, will sail for
Liverpool April 30, Rates of cablin pessare, SSO to \$150;
choice rooms can now be secured on application to F. W. J.
HURST, 59 Broadway. Model of the steamship America on
oxhibition. PACIFIC MAIL STEAMSHIP COMPANY'S

PACIFIC MAIL STEAMSHIP COMPANYS
JAPAN, CHINA, NEW-ZEALAND, AUSTRALIA, CEN
TRAL and SOUTH AMERICA and MEXICO, N. R.
From New-Yeak pier loot Canales N. R.
For San Francisco, via the Lething of Panama.
ACAPULICO sails Tready, April 1, noon.
Connecting for Central and South and Brahman sts.
For Japan and China.
CITY OF RIO DE JANKIRO sails Trureday, Mch, 27, noon.
Excursion tickets between San Francisco and Yokohama at
special rates.

Exertision tickels between San Francisco
For HONOLULU, NEW-ZEALAND and AUSTRALIA.
ZEALANDIA ania Frainy, April 11.
On arrival of London mails as Francisco.
For freight passage and general information, apply at company's office on the pier foot Canalas, X.R.
pany's office on the pier foot Canalas, X.R.
H. J. RULLAX, Superintendent. WANTED-Immediately-A lady to teach singing and plane, city; also a gentleman to teach conservation franches near city. Other vacancies to be filled now and later J. W. SCHERMERHORN & CO., American School Institute, 7 East 14th-st., N. Y.

RED STAR LINE.—For Antwerp and Paris.
Salling from New-York and Antwerp every Saturday.
WAE-LAND.
WAE-LAND.
Saturday, March 22, 1 p. m.
Saloons, staterooms, smoking and bathrooms annidships.
Saloon, \$20 to \$75; excursion, \$10 to \$425. Second Cabin,
\$55; excursion, \$100; steerage, outward, \$20; prepaid from
Antwerp, \$20; excursion, \$40, including bedding, etc.
PETER WRIGHT & SONS, General Agents, \$5 Broadway.

UNITED STATES AND GERMAN MAIL
SEMI-WEEKLY STEAMERS—Hamburg-American
Packet Compuny's Line for PLYMOUTH (London and Paris)
and HAMBURG. Saturday steamers to Hamburg-American
RHAETIA. Mch. 29 | HUGHANIA. April 5
MORAVIA. Mch. 29 | HUGHANIA. April 12
Rates: First Cabin, 855 and 870. Stoerage, \$20, Prepaid
steerage teletes, \$20, Excursion rates greatly reduced. Send
for "Tourist Gazette". RUNHAIDT & C., Gen. Agts., No. 61 Broad-st., X. Y.
C. B. RUHARD & CO., Gen. Pass. Agts., 61 Bway, N. Y.

NAULTE STAP LINE MALRY ROUTE.

New York, #28.
For inspection of plans and other information apply at the company's offices, No. 37 Broadway, New York, R. B. CORTIS, Agent.

## Steamboats and Hailroads

LEHIGH VALLEY RAILROAD, -Passenger I trains leave depot foot of Cordanit and Desbrosses ets.

at 8:10 a. m., 3:00 and 7 p. m. for Easton, Bethlehem. Allentown, Reading, Mauch Chung, Wikesbarre, Towanda Watown, Reading, Mauch Chung, Wikesbarre, Towanda Waterly, Ithaca, Beneva, Lyons, Burfalo and the West, Pullman
through coaches run daily. Local trains at 7 a m. and 5:40
p. m. for Easton, Bethlehem and Coolsy.

Trains leaving at 8:10 a. m. 1 and 3:40 p. m. connect for
all points in Mahanov and Hazleton coal regions, Sunday
train local for Mauch Chunk 8:10 a. m. Leave Mauch Chunk
at 4 p. m. General Eastern Office, corner of Church and Cortlandt sta E. B. BYINGTON, G. P. A.

DHILADELPHIA AND READING

RAILROAD.
FROM STATIONS OF
NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY-ST., NORTH RIVER.
Direct connection to and from Brooklyn, via Annex Boats,
from Brooklyn Bridge Piet.
TIME TABLE-TAKING EFFECT NOV. 18, 1883

TIME TABLE-TAKING EFFECT NOV. 18, 1835

For PHILADELPHIA and THENTON. "Bound Brook Boute" at 745, 930, 11:15 a.m., 1:30, 4:00, 4:00, 5:30, 7:00, 12:20 p.m. SUNDAYS at 8:45 a.m., 5:30, 12:00 p.m.

Direct connection at Wayne Junction for Germantown and Chestmut Hill; at Columbia-ave. for Manayunk, Constoned and Norristown.

DRAWING-ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains.

Returning, leave PHILADELPHIA, Ninth and Green-sta, 7:30, 8:30, 6:39, 11:00 a.m., 1:15, 3:45, 5:40, 6:45, 12:00 p.m. SUNDAY, 8:30 a.m., 5:50, 12:00 p.m. Frind and Berks-sta, at 4:10, 8:20, 9:00 a.m., 1:00, 3:30, 5:20, 6:30 p.m. SUNDAY, 8:15 a.m., 6:50, 12:00 p.m. Frind and Berks-sta, at 4:10, 8:20, 9:00 a.m., 1:10, 3:30, 5:20, 8:30 p.m. SUNDAY, 8:15 a.m., 6:50, 12:00 p.m. BUNDAY, 1:25, 9:18 a.m., 6:16 p.m.

Leave TREENTON, Warren and Tucker-sta, at 1:25, 6:20, 8:03, 0:05, 1:008, 1:24 a.m., 1:54, 4:22, 6:24, 7:28 p.m. BUNDAY, 1:25, 9:18 a.m., 6:16 p.m.

For WILLIAMSFORT at 6:45, 7:45, 9:00 a.m., 3:45, 4:00 p.m., 3:45, 4:00 p.m. p. m. For SUNBURY and LEWISBURG at 6.45, 7:45 a. m., 8:45 4 p. m.

For READING and HARRISBURG at 7:45, 9:00 11:15 a. m., 1:00, 1:30, 4:00, 5:30, 12:00 p. m. Sundays at 5:30 p. m.

For SURANTON at 6:45, 9:00 a. m., 3:45 p. m.

For WILKESBARRE and PITTSTON at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m.

For DRIFTON at 6:45 a. m., 3:45 p. m.

For TAMAQUA at 6:45, 7:55, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 1:2:00 p. m.

12:00 p. m.

For BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 6:15, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 5:30 p. m. Sunday at 6:30 p. m. Sundaya, 5:30 p. m. 1:00, 1:30, 3:45, 4:00, 4:30, 5:30 p. m. Sundaya, 5:30 p. m. Por STATIONS ON HIGH BRIDGE BRANCH at 6:00 a. m., 4:00, 4:30 p. m. a. m., 4:00, 4:30 p. m.

For FLEMINGTON at 6:45, 6:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays, 1:30 p. m.

For SOMERVILLE at 6:45, 9:00, 10:30, 11:15 a. m., 1:00, 1:30, 8:45, 4:00, 4:20, 5:00, 6:30, 6:00, 7:00, 8:00, 10:30 p. m. Sundays at 8:00 a. m., 1:30, 5:30, 9:30 p. m.

845, 4400, 426, 5200, 520, 620, 7500, 8300, 1939 p. m. Simpaysa t 860 a.m., 130, 530, 900 p. m.

For PLAINFIELD at 845, 745, 8200, 930, 1020, 11415 s. m., 1400, 130, 330, 345, 470, 4480, 530, 520, 5415, 533, 620, 630, 630, 7700, 800, 980, 1020, 1240 p. m. 5UNDAYS at 8:00, 8445 a. m., 130, 4400, 530, 900, 12400 p. m. 5UNDAYS at 8:00, 8445 a. m., 130, 4400, 530, 900, 12400 p. m. 5UNDAYS at 8:00, 845, 800, 1020, 1030, 1145, 1140 a. m., 1245, 1700, 183, 2400, 220, 3:30, 343, 4400, 4415, 443, 443, 540, 560, 561, 560

For FREEHOLD At 5, 8:15, 11 a.m., 1:80, 4.5 p.m. For LAKEWOOD, FOMS RIVER and BARNEGAT at 8:15 a.m., 1:30, 4:30 p.m. with through parior cars on 4:30 p. m.

For VINELAND and BRIDGETON at 1:00 p. m NEW-JERSEY SOUTHERN DIVISION. From Pier No. 8, North River, via Sandy Hook. For LONG BBANCH. EATONTOWN, etc., 21 4 p. m.

Tickets can be procured at foot Liberty.st., Fier No. 8, North River 21, 162, 267, 257-261, 271, 416, 721, 844, 1.317, and 1.323 Broadway: 737 and 749 6th.ave.; 1 Rivington.st.; 10 Freenwich.st.; 208 East 125th.st. and principal Hotels in New-York City. In Brooklyn at Nos. 4 Contr.st.; 118 Froadway: 780 and 838 Fulton.st.; 210 Manhaitan.ave.; 7 De Kaib-pré, 1894 Atlantica.ev. In Roboton. 244 Washington.st. N. Y. Transfer Company will call for and check baggage from hotels or residence to destination.

J. E. WOOTTEN, General Manager. C. G. HANCOCK, G. P. and T. A. H. P. BALDWIN, G. E. P. A., 110 Liberty-st., N. Y.

WEST SHORE ROUTE.

NEW-YORK, WEST SHORE & BUFFALO RAILWAY Trains leave Desbrosses, Cortlandt and foot of West 42d stat. For Cincago, Suspension Bridge, Niagara Falls and Buffalo, Sp. m. For Newark, Rochester, Syracuse and Oneida, 9.30 a.m., \*8 For Newark, Rochester, Syracuse and Oresia, B.35 a.m.; c. m. c. m.

Fullman Bunct Steeping Cars on a p. 11.

and Chicago.

Tickets and time tables at stations and at offices of the company, Jersey City, Pennsylvania Railroad Station, Brooklyn No. 4 Court-st. Annex office, foot of Fulton-st. 838 Fulton No. 4 Court-st. Annex office, foot of Fulton-st. 838 Fulton No. 4 Court-st. Annex office, foot City, Nos. 162, 207, 201, 303, 419, 946, 1,323 Broadway, No. 5 Union Square, No. 737 6th-stee, No. 162 East 125th-st. Pennsylvania RR. Station, foot Desbrosses-st., foot Cortiandt-st., and West Short Station, foot West 424-st.

MENRY MONETT, Gen. Pass. Agent.

22 State-st.

Steamboats and Railroads,

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.
Via Philadelphia, Baltimore and Washington.

Trains leave from Pennsylvania R. R. Depol:
3 p. m., except Sunday, for Washington and all points West.
7 p. m., DAILY FAST EXPRESS, through alcoping coaches to Chicago, Cincinnati, 8t. Louis. Connects for all points West.
12, MIDNIGHT, daily for Washington and all points West.
For Time-Tables, Tickets, Sleeping Berths and Baggare apply at Company's office, 315, and 21 Broadway, 4 Contest., Brooklyn; Pennsylvania Railroad.

FOR NEW-HAVEN.—Steamers leave Peck Stip at 3 o. m. and 11 p. m. (Sundays excepted.) 11 1. m. ateamer arrives in time for early trains North and East.

FOR BRIDGEPORT and all points on HOU SATONICand NAUGATUCK RAILROADS—Steamers leaveCatherine-slip at 11a, m., 3 p, m., 23d-st., East Rivers 3:10p. m. Fare lower than by any other route.

FOR BOSTON.

FARE ONLY \$3.

INSIDE ROUTE, avoiding Point Judith.
Steamers leave daily (except Sanday) from Pier 33, N. R., Jay-st., at 5 p. m., POPPLE, Gen'l Pass. Agt., 177 West-st.

LOR BOSTON.

Fare Only \$2. F. W. POPPLE, Gen'l Pass. Agt., 1rt weet.st.

FOR BOSTON.

Best route to Newport, Fail River, and all Eastern points.

Best route to Newport, Fail River, and all Eastern points.

Bally service, SUNDAYS EXCEPTED, from Pier 28, N. R.,

at 5 p. m. Steamers BRISTOL and PROVIDENCE. Conmection by ANNEX BOAT from Brooklyn 4:30, Jersey City at

4 p. m. Tickets and staterooms may be secured in New-York

at all principal hotels, transfer and ticket offices, at the office
on Pier 28, and on steamers.

BORDEN & LOVELL,

GEORGE L. CONNOR,

Gen'l Pass. Agent.

NORWICH LINE. Inside Winter Route. To BOSTON, \$3. WORCESTER, \$2 50. NASHUA, \$3 65. PORTLAND, \$6, and no transfer.

Steamers CITY OF NEW-YORK

CITY OF LAWRENCE
leave Pier No. 40, North River, foot of Watts-st., next pier
above Desbroases-st. Ferry, daily except Sundays, at 5:00 p. m. leave Pier No. 40, North River, foot of waiss, near above Desbrossessk, Ferry, daily except Sundays, as 5:00 p.m.

NEW-YORK AND LONG BRANCH RR.

Stations in New-York

Exact E

N-10 RA CLEARAL AND A Commencing Nov. 18, 1883, through trains will leave Grand Central Depot. 8 a.m., Western New-York and Northern Express, with drawing room cars. 8840 a.m., Fast Limited Chicago Express, with dining cars, stopping at Albany, Utica, Syracuse, Rochester, Buffalo, Eric, Cieveland and Toledo, arriving at Chicago Dil 1 a.m. next day. 10:30 a.m., Chicago Express, drawing-room cars to Canandaigna, Rochester and Buffalo; connects for Oswego.

11 a.m., Western New-York and Northern Express, with drawing-room cars.

Il a. m., Western New-York and Northern Express, with drawing room cars.

2:30 p.m., Albany, Troy and Utlea Express, drawing-room cars.

4: p. m., Accommodation to Albany and Troy.

4: p. m., Accommodation to Albany and Troy.

5: p. m., Scommodation to Albany and Troy.

6: p. m. St. Louis Express, with sleeping cars for Nigarapails, Buffalo, cincinnati (except Saturday), Toledo, Detroit and St. Louis.

6:30 p. m., Express, with sleeping cars for Rochester, Buffalo, Cincinnati (except Saturday), Toledo, Detroit and St. Louis.

6:30 p. m., Express, with sleeping cars for Rochester, Buffalo, Cincinnati Carbon, St. Louis, Oswegg, also Loville texcept Saturday).

11 p. m., Rufet Express, with sleeping cars for Rochester, Carbon, St. Louis, Oswegg, also Loville texcept Saturday, Buffalo, St. Louis, Oswegg, also Loville texcept Saturday.

11 p. m., Night Express, with sleeping cars for Rochester, Carbon, Carbon,

DOPULAR SHORE LINE 18 To Grand Central Depot Phree express trains daily foundays excepted to Boston at a. in, 2 p. in, (parlor car attached) and 10 p. in, (with palace aleoping cars). Sundays at 10 p. in, (with palace sleeping cars). Sundays at 10 p. in, (with palace sleeping cars). Sundays at 10 p. in, (with palace sleeping cars). Support supports a comparation of the carried Depot at 1 p. in, (p. carried Depot at 1 p. in, (p. carried Depot at 1 p. carried

PENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.

On and after Feb. 27, 1884.

AND UNITED STATES MAIL ROUTE.

Trains leave New York via Desbrosses and Cortlandt Street
Ferries as follows:

Harrisburg, Pittaburg, the West and South, with Pullman
Palace Cars attached, 8 a. m. 6 and 8 p. m. daily. New-York
and Chicago Limited, of Parior, Dining, Smoking and Sicept
fine Cars, at 9 a. m. every day.

Williamsport, Lock Haven, 8 a. m. 8 p. m. Corry and Eric ab
8 p. m. connecting at Corry for Titusville, Petroleum Centre
and the Oil Regions.

Bultmore, Washington and the Scotth. "Limited Washington
Express" of Pullman Parior Cars daily except Sunday, 10
a. m., arrive Washington 4:65 p. m. Regular, via B. and P.
R.R. at 6:19 and 5:30 a. m. 6:30 a. m.

For Atlantic City except Sunday, with through car, 1 p. m.
For Cape May, except Sunday, 1:10 a. m.
For Cape May, except Sunday, 1:10 a. m.
Long Branch, Bay Head Junction, and intermediate station
via Rahway and Amboy, a. m., 12 noon, 2:10, 5 p. m., On
Sunday, 9 a. m. and 5 p. m. do not stop at Asbury Fack.)
Boats of "Brooklyn Ameer" connect with all through trains at
Jercey City, affecting a speedy and direct transfer for
Fronklyn travel.
Prains atrice. From Pittalogram. Jerrey City, affecting a speedy and direct transfer for Probelyntavet.

Trains arrive—From Pittsburg, 6:10 and 11:20 a.m., 7:30 and 10:20 p.m. daily, and 7 a.m. daily except Monday. From Washington and Baltimore, 6:30 and 6:50 a.m., 3:30, 3:30, 6:30, 9:20, 10:55 and 10:35 p.m. From Baltimore, 1:20 p.m., on Sun, 1:00 and 10:35 p.m. From Baltimore, 1:20 p.m., on Sun, days, 9:20 p.m. From Palladelphia, 3:50, 6:10, 6:30, 6:50, 7:65, 6:20, 3:30, 6:30, 4:30, 6:30, 7:30, 8:30, 8:30, 8:30, 9:30 p.m. Sun, arrived and 10:35 p.m. Sunday, 3:30, 6:20, 6:35, 6:50, 7:05, 11:35 a.m.f. 6:20, 7:35, 9:20, 10:05, 10:20 and 10:35 p.m.

TO PHILADELPHIA. THE OLD ESTABLISHED ROUTE AND SHORT LINE 20 TRAINS EACH WAY WEEK DAYS AND 9 ON SUNDAY, 3 STATIONS IN PHILADEL PHIA; 2 IN NEW YORK

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE FASTEST TIME CONSIST.
ENT WITH ABSOLUTE SAFETY.

Express Trainsleave New-York via Desbrosses and Cortlands Street Ferries as follows:
6220, 7:20, S. 8330 (9 and 10 Limited), 11. 11:10 a.m. 1, 3:20, 6:20, 7:20, S. 8330 (9 and 10 Limited), 12. night. Sundays, 6:15, S. (9 limited) and 10 s. m.; 4, 6, 7, 8 and 9 m., and 12 night. Trains leaving Now-York daily, except sunday, 7:20, 8:20 and 11:10 a.m., 1, 2, 4, 5 and 7 p. m., connect at Trenton for Canden.

11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at French low Camden.
Returning trains leave Broadst. Station, Philadelphia, 12:01, 5115, 32:0, 4, 43:5 texcept Monday, 6:50, 7:30, 8:20, 8:30 11, and 11:15 a. m. (Limited Express 1:30 and 5:20 p. m.), 1, 2, 4, 5, 6, 6:30, 7:40, 7:46 and 8 p. m. On Sunday 12:01, 8:10, 2:20, 4, 4:35, 8:30 a. m. 4, 65:20 Limited, 6:30, 7:40, 7:45 and 8 p. m. Leave Philadelphia via Camden, 8:50 a. m. daily except Sunday. Ticket offices, 4:35, 8:49, and 8:44 Broadway, 1 Astor House, and Brooklyn Annex Station, foot of Fulton-st, Brooklyn Bush's Hotel, Hoboken; Station, Jersey Chry Emigrant Ticket Office No. 8 Battery Place and Castio Gar-den. en.
The New-York Transfer Company will call for and check
aggage from hotels and residences.
CHARLES E. PUGH.,
General Managor.
General Pass'r Agent.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY. Office Pier 18, N. R., foot of Cortlandt-st. Consignments of freight forwarded as directed to any part

UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and men thandise to any part of the city.

SEA AND HARBOR TOWING AND RIVER AND HARBOR LIGHTERAGE.

Freight of every description promptly lightered to any point

steamboats, Barges and Geoves to Char-TER FOR EXCURSIONS.
Steamer JOHN H. STARIN for NEW-HAVEN, leaves Plot 18, N. R., foot of Cortlandt-st., at 2 p. m. daily. [SUNDAYS

excepted.]
Freight for points on D. L. & W. R. R. received at Pier 199 Por New-Haven and points East, at Pier 18.

NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. B., foot of White

CENTRAL SHIPYARD, Communicaw, N. J .- Dry Docks. Machine and Bother Shops. Everything appertaining to the construction and repair of vessels.

Machine and Botler Shops. Everything appartialing to the construction and repair of vessels.

THE ERIE RAILWAY, better known as the NEW-YORK, LAKE ERIE AND WESTERN RAIL-ROAD.

Arrangements of trains from Chambers et. Depot. Some Daily except Sundays. Day Engress, drawins room coaches to Singhannon Elmitra and Buffalo. Sleeping coaches to Singhannon Elmitra and Buffalo. Sleeping coaches to the Singhannon Elmitra and Buffalo. Sleeping coaches to the Singhannon Steping Coaches to Englado, arriving 7125 a m. Niagara Falls, 9 a m; Salamanca 7:05 a m; Clevelina, Steping Coaches to Englado, arriving 7125 a m. Niagara Falls, 9 a m; Salamanca 7:05 a m; Clevelina, Steping Coaches to Englado, arriving 7 m; Daily)-Pacidle Express for the West. A Solid Train of Pullman bay and Siceping Coaches to Elmighanton. Elmitra Buffalo. Niagara Falls, Cincinnati and Chicago. Hotel and Junes Smoking Coaches to Chicago.

3.15 p.m.-Emigrant train for the West. A Solid Train of Pullman Steping Coaches to Chicago.

3.15 p.m.-Emigrant train for the West. Hutherfore and Passado 6 7:20 7:30 9:30 10:20 a m 12 meon 1:45 3 3:50 4:40 5:10 5:30 6:10 6:30 7:30 10:30 pm m 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 pm m 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 pm m 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 pm m 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 pm m 1:20 6:30 5 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 pm m 1:20 6:30 5 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s pm m 1:20 6:30 5 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s pm m 1:20 6:30 6 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s m 1:20 6:30 6 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s m 1:20 6:30 6 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s m 1:20 6:30 6 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s m 1:20 6:30 6 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s m 1:20 6:30 6 pm and 12 midnight. Sundays 6 8:30 10:20 a m 1:45 6:30 s m 1:20 6:30 6 pm and 12 midnight. Sund

Subsem 5 Sundays 0 8:30 am didnight. Sundays 0 8:30 pm. sundays of sundays 0 8:30 pm. Warwick 7:50 am 4:30 pm. Sunday Nowhurg and Cornwall 7:50 0 am 3:30 4:30 6 pm. Sunday Nowhurg and Cornwall 7:50 0 am 3:30 4:30 6 pm. Sundays

New bury and Cornwall 7:59 0 a m 3:30 4:30 6 p m. Sunsay 8:30 a m 5:30 p m. Sunsay 8:30 a m 5:30 a m. Sunsay 8:30 a m 4:30 p m. Sunsay 8:30 a m. Sunsay 8:30 a m. Sunsay 8:30 10:20 a m 6:30 8 p m. Middletown 6 7:50 9 10:20 a m 3:30 4:30 8 3:15 p m. Sunsay 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m. Sunsay 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m. Sunsay 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m. Sunsay 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m. Sunsay 8:30 10:30 a m and 4:30 p m. Sunsay 8:30 10:30 a m and 4:30 p m. Sunsay 8:30 10:30 a m and 8:30 a m. Sunsay 8:30 10:30 a m 4:30 6 8 8:15 p m. Sunsay 8:30 10:30 a m 4:30 6 8 8:15 p m. Sunsay 8:30 10:30 a m 4:30 6 8 8:15 p m. Sunsay 8:30 10:30 a m 6:30 a Port Jervis 7:50 9 10:20 a m 4:30 6 8 9:15 p m. Sunday 8:50 10:20 a m 6:50 8 p m.

Boats isave 23:54 st quarter of and quarter after each hour from 5:45 a m to 10:45 p m every thirty minutes; and from 10:45 p m overy hour.

Tickets for passage and apartments in Drawing thoom and Sleeping coaches can be obtained, and orders for the checking and transfer of baggage may be left at the Company's offices and transfer of baggage may be left at the Company's offices Nos. 201, 461 or 967 Broadway, 187 West-si, N. 1, No. 2 Court-st., Brooklyn, or at the Company's Depois.

Express trains from the West arrive in New-York at 7:10 1:25 a m and 10:20 p m.

JOHN N. ABBOTT, Gen'l Pass'r Agent, New-York

NORTHERN RAILROAD OF NEW-JERSEY,
Trains leave for Englewood, Closter, Pierment and
Nyack 7 8-30 10 am 1 3:20 4 4:50 5:50 6:40 8:50 pm 112 midnight, Sundays 7 9 am and 7:15 pm.
Namet, Spring Valley and Monsey 7:10 10 am 4:50 pm.
Sundays 7 am.
OHN N. ABROTT, Gen'l Pan'r Agent, New, York.